MDOT is responsible for all trunkline (M, US, I routes) throughout the state. This includes highways, railroads, pedestrian bridges, and all adjacent infrastructure (i.e., carpool lots, rest areas, noise barriers).

- 65% of all tonnage moved by truck
- 73% of all freight value travels by truck on state trunkline
- 33 active cargo ports
- 14% of all freight moved by water
- 9,668 state trunkline route miles (M, US, I routes)
- 4,775 highway, railroad and pedestrian bridges
- 81 transit agencies
- 90 million passenger trips per year for both urban and rural
- 3 intercity Amtrak passenger routes = 520 miles
- 738,837 passengers in FY 2017
- 665 miles of state-owned rail
- 21% of all freight moved by rail
- 53 billion annual vehicle miles traveled (AVMT) on trunkline
- Trunkline is 8% of mileage, but carries 53% of all traffic in Michigan
- 9 million registered vehicles in Michigan
- 234 airports statewide
- 4 state-owned airports
- More than 39 million passengers per year
- 3 U.S. bicycle routes = more than 1,000 miles
- 178 open trails = 2,754 miles
- 3,168 miles of paved shoulders on trunkline

MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.
There were 99.2 billion Annual Vehicle Miles of Travel (AVMT) for all roads (2016).
- 53 billion AVMT on trunkline roads.
- 46.2 billion AVMT on non-trunkline roads.

Michigan’s 122,115 miles of public roads are:
- 10th largest in the nation.
- 27th largest state highway system.

Michigan’s local roads are the nation’s:
- 4th largest county road system. (89,496 route miles as of 2016 FHWA statistics)
- 21st largest city street system. (21,199 route miles as of 2016 FHWA statistics)

Ridership increased more than 8 percent in FY 2016.
- **The Wolverine**: operates three daily round-trips between Pontiac, Mich., and Chicago, Ill.
- **The Blue Water**: operates a single daily round-trip between Port Huron, Mich., and Chicago, Ill.
- **The Pere Marquette**: operates a single daily round-trip between Grand Rapids, Mich., and Chicago, Ill.

Revenue from the three routes totaled about $30 million in FY 2017.

There are 261 carpool lots in Michigan, including 23 public-private partnerships (18 of these locations are in Meijer parking lots near highways).

MDOT continues its efforts to provide bike racks at carpool lots, and to attract transit service to lots where appropriate.

Local, state, and federal investments in local transit services are projected to contribute nearly $700 million in economic and other benefits to Michigan communities in FY 2018.

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There are 22 active passenger stations in Michigan, 12 of which are multi-modal, serving passenger rail as well as intercity bus and transit.

The Amtrak Thruway bus service provides connections between Amtrak routes and communities around Michigan. There is an Amtrak Thruway link between the Blue Water and Wolverine services that connects in Toledo, Ohio, with long-distance routes to the east coast.

According to the Rails to Trails Conservancy, Michigan leads the nation in miles of open nonmotorized trails, with approximately 178 trails totaling 2,754 miles.

There are 24 proposed trail projects totaling 228 additional miles.
The most recent comprehensive freight data (from 2014) shows that Michigan’s transportation infrastructure moved 479 million tons of freight, valued at roughly $861.5 billion at that time.

68 percent of all freight tonnage is carried on trunkline, 73 percent by value.

MDOT assists 26 railroads carrying more than 101.9 million tons of freight per year. Four of the 26 are major freight railroads.

Cargo ports handle approximately 70 million tons of freight annually.

Air accounted for less than 1 percent of the tonnage moved through 18 commercial airports.

Aviation contributes more than $22 billion annually to the Michigan economy according to data provided by the Federal Aviation Administration (FAA).

MDOT administers funds used for capital projects at the 94 highest priority airports.

Nationwide, Detroit Metropolitan Airport was ranked 13th in total passengers for 2016.

Most car and light-truck registration fees are based on the list price for each model set by the manufacturer. The fee for a new car is 0.6 percent of the list price. The fee falls by 10 percent in each of the next three years, so after a car is four years old the rate is 0.44 percent. The average fee for cars of all ages and prices is about $135 per year.

Truck registration fees are based on the maximum weight of the truck and its cargo. The fee is roughly 2.5 cents per pound per year. For a standard 80,000-pound five-axle truck, the annual fee is $1,992. Farm, logging, and dairy truck owners pay greatly reduced fees of $20 to about $200 per year.

Electric car and plug-in hybrid owners pay annual surtaxes of $135 and $47, respectively, to compensate for non-payment of the road-use fee on gasoline. Manufacturer and dealer plates cost $10 per year. Permanent trailer plates cost $75 for a small trailer and $300 for a semi-trailer. Motorcycle plates are $23. Governments, charities, and buses receive discount plates.

Owners of most classes of vehicles pay additional taxes of $5.75 to the Secretary of State and $2.25 to the Michigan State Police on top of transportation fees.

### Vehicles registered in Michigan (2017 figures; most current data available):

<table>
<thead>
<tr>
<th>Class</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars, light trucks newer than 1983 (includes motor homes)</td>
<td>7,261,729</td>
</tr>
<tr>
<td>Cars, light trucks 1983 and older</td>
<td>64,081</td>
</tr>
<tr>
<td>Manufacturer and dealer plates (discounted)</td>
<td>91,472</td>
</tr>
<tr>
<td>Historic vehicles (discounted)</td>
<td>107,296</td>
</tr>
<tr>
<td>Weight-based trucks</td>
<td>99,327</td>
</tr>
<tr>
<td>Farm, log, and milk trucks (discounted)</td>
<td>58,685</td>
</tr>
<tr>
<td>Trailers (permanent plates)</td>
<td>approx. 1,100,000</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>248,587</td>
</tr>
<tr>
<td>Mopeds</td>
<td>44,017</td>
</tr>
</tbody>
</table>
The Michigan Transportation Fund (MTF) receives road user fees, which are restricted by the state Constitution and are distributed to road and transit agencies through a formula in Act 51 of 1951.

- State highways………………………………….36%
- 83 county road commissions……………………5%
- 533 villages and cities…………………………….20%
- 81 public transit agencies and statewide public transportation…………………………….9%

Approximate Annual MTF Revenues (FY 2018)

Vehicle registration taxes…………………………$1,281 million
Gasoline taxes……………………………………$1,202 million
Diesel fuel taxes………………………………… $236 million
Other……………………………………………… $42 million
Total revenue…………………………………….. $2,763 million

Plus 4.65 percent of automotive-related sales tax revenue for the CTF of around $95 million.

Deductions are taken “off the top” of the MTF to support Secretary of State offices and the Michigan Department of Treasury for revenue collection.

The MTF grew by $600 million in 2017 from increased fuel and vehicle fees. Beginning in October 2018, income-tax revenue is expected to be credited to the MTF:

- 2019………………………………………. $150 million
- 2020………………………………………. $325 million
- 2021 and beyond…………………………….. $600 million

These amounts will be distributed to road agencies only, not to public transit agencies.

Roadway construction costs are typically based on standard design characteristics, materials, and the type of work performed.

<table>
<thead>
<tr>
<th>Material</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hot Mix Asphalt (HMA) per Ton</td>
<td>$62.91</td>
</tr>
<tr>
<td>Concrete per Square Yard</td>
<td>$34.82</td>
</tr>
<tr>
<td>Structural Steel per Pound</td>
<td>$1.39</td>
</tr>
<tr>
<td>Reinforcement Steel per Pound</td>
<td>$1.03</td>
</tr>
</tbody>
</table>